

IN THE SPECIFICATION:

Please amend the paragraph bridging pages 1-2 of the specification as follows:

An example of the reformation type fuel cell system for use in the fuel cell vehicle will be described with reference to Fig. 7. A fuel cell system 50 depicted on Fig. 7 has a fuel cell 51, in which a hydrogen-enriched gas is supplied to an anode side thereof and air serving as an oxidant gas is supplied to a cathode side thereof to thereby generate electric power. The fuel cell system 50 also has an evaporator 52 which evaporates raw fuel liquid such as water/methanol mixed liquid to form raw fuel gas. To the evaporator 52 is connected a storage tank T for the water/methanol mixed liquid via a pump P, and the raw fuel liquid comprising the water/methanol mixed liquid is supplied to the evaporator 52 by the actuation of the pump P. The raw fuel gas obtained by the evaporation of the raw fuel liquid by means of the evaporator 52 is supplied to a reformer 53. In the reformer 53, the raw fuel gas undergoes a catalytic reformation reaction such as an automatic thermal reaction to produce hydrogen enriched fuel gas. The fuel gas produced in the reformer 53 is supplied to a CO remover 54 at which carbon monoxide ~~by-produced~~ by-product produced in the course of the reforming reaction, which is harmful for the fuel cell 51, is removed. The fuel gas from which carbon monoxide is removed by means of the CO remover 54 is then supplied to the anode side of the fuel cell 51. The fuel cell system 50 also has an air compressor 55, and by means of the air compressor 55, the air as the oxidant gas is supplied to the cathode side of the fuel cell 51. The air compressor 55 supplies the air as reforming air required for the reforming reaction (hereinafter referred to as "reforming air") to the reformer 53.

Please amend the paragraph bridging pages 4-5 of the specification as follows:

For this reason, the temperature difference in the reforming catalyst occurs. Fig. 8 shows the relation between the concentration of carbon monoxide in the fuel gas and the temperature of the reforming catalyst. It can be proven from this figure that if the temperature of the reforming catalyst is low, an amount of the total hydrocarbons (THC) becomes unduly high, meaning that the raw fuel gas is passed through with no or insufficient reformation, and the CO concentration becomes low, while THC is decreased according to the increasing of the temperature of the reforming catalyst and the CO concentration has a tendency to be increased. Consequently, ~~[[if]]~~ with such uneven temperatures of the surfaces of the reforming catalyst, there arises a problem that the raw fuel gas is passed through with no or insufficient reformation to be unreformed fuel gas on the portion where the temperature of the reforming catalyst is high ~~low~~, while the CO concentration becomes high at which the temperature of the reforming catalyst is ~~low~~ high. If the amount of unreformed gas is increased, no sufficient amount of hydrogen can be obtained, considering that the power generation in the fuel cell system 51 sometimes has a trouble. On the other hand, if the CO concentration is high, there is a fear of poisoning the fuel cell system 51 with CO.

Please amend the paragraph on page 5, lines 13-20 of the specification as follows:

On the other hand, at the time of starting the conventional fuel cell system 50, two starting combustion ~~burner~~ burners, i.e., the starting combustion burner 56 for

warming up the evaporator ~~53~~ 52 and the starting combustion burner 57 for warming up the reformer 53, have been utilized. However, the use of many starting combustion burners as described above also leads to enlarge the size of the system, causing the problem of unsuitability for use in the fuel cell system for carrying a vehicle.

Please amend the paragraph on page 12, lines 11-17 of the specification as follows:

The fuel cell 1 has a configuration having a plurality of ~~cell~~ laminated cells, and the fuel cell 1 is divided into the anode side, into which the fuel gas is supplied, and the cathode side, into which air as the oxidant gas is supplied, by means of these cells. From the fuel gas supplied into the anode side and the oxidant gas supplied into the cathode side, electricity is generated in each cell.

Please amend the paragraph bridging pages 15-16 of the specification as follows:

Each of the air introduction ports 14A is provided so as to reside ~~[[in]]~~ adjacent to each of the raw fuel injection portions 13A of the raw fuel-injecting apparatus 13. The air introduced from the air introduction port 14A is introduced toward a prescribed direction into the evaporation chamber 11A of the body 11 of the evaporator. The air generates an air current, which has an effect of dispersing the raw fuel liquid injected from the raw fuel injecting portions 13A, while finely dividing the fuel liquid into fine droplets. Furthermore, the air introduction ports 14A is configured so that the injection direction of the raw fuel liquid is set by the generated air.

Please amend the paragraph bridging pages 17-18 of the specification as follows:

Also, the off gas, which is the exhaust gas, is exhausted from the fuel cell 1. The off gas is exhaust both from the anode side and the cathode side of the fuel cell 1. From the anode side, the fuel gas remaining unused in the reaction is exhaust as anode side off gas. Also, from the cathode side of the fuel cell 1, the air having not used in the reaction is exhausted as cathode side off gas. Both the anode side off gas exhausted from the anode side of the fuel cell ~~cell 1~~ cell 1 and the cathode side off gas exhausted from the cathode side are supplied to the catalytic combustor 12 in the evaporator 2. Utilizing anode side off gas used as a fuel and the cathode side off gas as an oxidant gas in the catalytic combustor, the anode side off gas is combusted in the catalytic combustor 12 to obtain a heat.

Please amend the paragraph on page 19, lines 12-26 of the specification as follows:

The control unit CU having an Electronic Control Unit ECU and the like performs various calculations. To the control unit CU are outputted the signal for the temperature of the evaporator based on the temperature of the evaporator measured by the first thermometer and the signal for the temperature of the reforming catalyst based on the temperature of the reforming catalyst measured by the second thermometer. The control unit CU calculates an amount of the raw fuel liquid to be injected, an amount of the air to be introduced into the evaporator 2, and the like, based on these temperature

signals, the demand output ~~form~~ from the fuel cell 1, and the like. Various signals based on the calculations are outputted to the raw fuel injecting portions 13A in the raw fuel-injecting apparatus 13, the air introduction port 14A in the air introduction member 14, the control valves 7A and 7B, and the like.

Please amend the paragraph bridging pages 27-28 of the specification as follows:

The raw fuel-injecting apparatus 13 which has received the injection signal starts the injection of the raw fuel liquid from the raw fuel injection portions 13A towards the evaporation chamber 11A (S6). Simultaneously with outputting the injection signal, the control unit CU outputs an opening signal to the first control valve 7A and a closing signal to the second control valve 7B. Upon receiving the opening signal from the control unit CU, the first control valve 7A is opened, and the second control valve 7B outputted to the closing signal is closed (S7). By opening the first valve 7A, the air is introduced from the air introduction ports 14A into the evaporation chamber 11A in the body 11 of the evaporator. Due to the closing of the second control valve 7B, the introduction of the air from the starting air introduction ports 14B is stopped (S8). The air introduction ports 14A, which introduces the air into the evaporation chamber 11A only in a small amount, generates current by the air introduction. Each of the air introduction portions 14A is placed ~~[[in]]~~ adjacent to each of the raw fuel injection portions 13A, and the raw fuel liquid injected from each of the raw fuel injection portions 14A is dispersed while it being finely divided into small droplets by the current generated by the introduction of the air. The finely divided, dispersed raw fuel liquid

[[is]] uniformly ~~come~~ comes into contact with the thermal tubes 11B, 11B, ... placed within the evaporation chamber 11A and, therefore, the evaporation of the raw fuel liquid is promoted. What is more, the amount of the air introduced corresponding to the injection amount of the raw fuel liquid injected to the evaporation chamber 11A can be finely controlled.